

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. Glenarney having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Cargo will be forwarded to Yokohama, unless notice be given before 2 o'clock To-day. No Fire Insurance has been effected. Cargo remaining undelivered after 24th Instant will be subject to rent. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.** Hongkong, March 18, 1878. mc24

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEI HO.

NOTICE.

CONSIGNEES of Cargo per S. S. *Copernicus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 20th Instant, at 1 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 27th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected. **H. DU POUY, Agent.** Hongkong, March 20, 1878. mc27

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected. **H. DU POUY, Agent.**

Ex "Anadyr,"
H. H. Bruce, Esq., 1 case Morahan-
co Messrs Tait & Co., disc, from
Amoy.
Hongkong, March 18, 1878.

To-day's Advertisements.

FOR PORT DARWIN.

The Australasian Steam Navigation Company's Chartered Steamer "CHARLTON,"
J. JOHNSON, Commander, will leave for the above Port on FRIDAY, the 20th Instant, at Noon.
For Freight or Passage, apply to
GEO. R. STEVENS & Co., Agents.
Hongkong, March 22, 1878. mc29

NOTICE TO CONSIGNEES.

STEAMER "MACAN," FROM MANILA.

CONSIGNEES of Cargo by the above-named Vessel are hereby notified that their Cargo is being landed and stored in the Godowns of the Undersigned at their risk and expense. No Fire Insurance has been effected. **RUSSELL & Co., Agents.** Hongkong, March 22, 1878. mc29

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 28th March, 1878, at 2 o'clock p.m., at No. 10, Seymour Terrace, the Residence of Rev. J. LAMONT.

The whole of the HOUSEHOLD FURNITURE, &c., comprising: Drawing-room Chairs, Couches, Table, Mirror, Gasolier, &c.; Dining Table, Sideboard, Whatnot, Crockery, Glass and Electro-plated Ware, Wardrobe, Bedsteads, Bookcases, Washstands, &c., &c., &c.

A Collection of FERNS and PLANTS. Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer. Hongkong, March 22, 1878. mc28

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from J. W. TERRY, Esq., to sell by Public Auction, at his Residence No. 55, Wyndham Street, on

SATURDAY,

the 30th March, 1878, at 2 o'clock p.m., the whole of the HOUSEHOLD FURNITURE, &c., comprising: Green-top Covered Chairs and Couches, Marble-top Side Tables, Centre Tables, Mirrors, Engravings, Lamps, Damask Window Curtains, Dining Table, Sideboard, Whatnot, Chairs, Crockery, Glass Ware and Electro-plated Ware, Bedsteads, Wardrobe, Toilet Mirrors, Dressing Table, Washstands, &c., &c.

A Rosewood COTTAGE PIANO, by SCHULTZ.

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer. Hongkong, March 22, 1878. mc29

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

QUICKSTEP, American barque, Captain Barnaby.—Captain.
PALESTINE, British barque, Captain H. Sowercroft.—Tal Lee.
LOUISA, German 8-m. schooner, Captain Schierloh.—Eduard Schellhass & Co.
NORTH STAR, American ship, Captain J. U. Thomson.—Order.
P. J. CARLETON, American barque, Capt. P. A. Amberg.—P. & O. Co.
TEK LI, German barque, Captain T. O. Petersen.—Wm. Pustau & Co.
LOHNE, British steamer, Captain Wm. McCulloch.—Melchers & Co.
KILLARNEY, British steamer, Captain H. O'Neill.—Gibb, Livingston & Co.
RAJANATTIANVAH, British str., Capt. Geo. T. Hopkins.—Yuen Fat Hong.
OCCIDENT, British barque, Capt. Reuter.—Chinese.

SHIPPING.

ARRIVALS.

March 21, *Condor*, German barque, 868, H. Stuckert, Amoy March 19, Ballast, Steamer & Co.
March 22, *Chun Tung*, Chinese R. O., from Ping-hoi.
March 22, *Fuyuen*, Chinese steamer, from Canton.
March 22, *Glenorchy*, British steamer, 1775, J. S. Hogg, Kobe March 18, Rice.—JARDINE, MATHESON & Co.
March 22, *Macan*, Spanish steamer, 371, A. Erquiga, Manila March 19, General.—RUSSELL & Co.
March 22, *West Stanley*, British steamer, 993, Ashley, Obinikang March 18, Rice.—SIEMSEN & Co.
March 22, *Ajazz*, British steamer, 1524, A. Kidd, Shanghai March 18, via Amoy, General.—BUTTERFIELD & SWIRE.
March 22, *Newton*, British barque, from Whampoa.
March 22, *Jessie Jamieson*, British barque, 504, G. West, Keelung March 18, Coal.—DOUGLAS LARPAUX & Co.
March 22, *Orion*, British barque, 881, Scott, Banlam Jan. 31, Salt.—ASHHOLD, KARSBERG & Co.
March 22, *Occident*, German barque, 248, Reuter, Singapore Jan. 27, Timber.—CHINESE.

DEPARTURES.

Mar. 22, *Peiho*, for Shanghai.
22, *Ningpo*, for Shanghai.
22, *Glenroy*, for Saigon.
22, *Antipodes*, for Hamburg.
22, *Palentine*, for Bangkok.
22, *Eudoxie Adolphe*, for Callao.
22, *Marco Polo*, for Yokohama.
22, *Flores de Maria*, for Manila.
22, *Mitrea*, for Obinikang.
22, *West Stanley*, for Whampoa.

CLEARED.

Flora McDonald, for Tientsin.
Wealthy Pendleton, for Bangkok.
Charon Wattana, for Bangkok.
Lorne, for Bangkok.
Lady Bowen, for Bangkok.
Parce, for Saigon.
Fuyuen, for Shanghai.
Friedrich, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Macan*, from Manila, Messrs Ortega, and Tucker.
Per *Ajazz*, from Shanghai via Amoy, Mr Souper and son, Mrs Taylor, and 17 Chinese.
Per *West Stanley*, from Obinikang, 3 Chinese.

SHIPPING REPORTS.

The German barque *Condor* reports: Light Easterly wind and fine weather throughout.
The British steamer *Glenorchy* reports: First two days strong N.W. gale and fine clear weather, thence to port strong N.E. breeze with rain and fog. Spoke *Glenorchy*, off Chelang Point, at 4 p.m. yesterday.
The Spanish steamer *Macan* reports: N.E. monsoon throughout the passage.
The British steamer *West Stanley* reports: On 18th and 19th calm and foggy, 20th moderate N.E. breeze, and on 21st strong E.N.E. gale and passing rain showers.
The British barque *Jessie Jamieson* reports: Strong monsoon and thick weather during the passage.

CARGO.

Per S. S. *Belgia*, sailed 18th March, 1878:—For Yokohama, 641 bales Yarn, 10 bales Gunnies, 100 disks Quicksilver, 20 cases Castor Oil, 2,427 pkgs. Iron, &c., 4,611 bags Sugar, 445 pkgs. Sapanwood, 60 pkgs. Rattans, 15 bags Coffee, and 543 pkgs. Merchandise. For Higo, 2 cases Merchandise. For Nagasaki, 10 pkgs. Merchandise. For New York, 10 pkgs. Merchandise. For San Francisco, 19,684 bags Rice, 37 bags Sago, 120 bags Coffee, 148 bags Beans, 296 pkgs. Tea, 800 boxes Oil, 1,560 Empty Quicksilver Flasks, 18 bales Cinnamon, 260 bales Gunny Bags, 53 boxes Prepared Opium, and 2,402 pkgs. Merchandise.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—
Per *Parce*, at 8.30 a.m. To-morrow, the 23rd inst., instead of as previously notified.
For STRAITS SETTLEMENTS, SUEZ, & LONDON.—
Per *Ajazz*, at 8.30 p.m. To-morrow, the 23rd inst.
For SHANGHAI.—
Per *Fuyuen*, at 8.30 p.m. To-morrow, the 23rd inst.
For MANILA.—
Per schooner *Nuncio Constante*, at 4 p.m., on Saturday, the 23rd inst.
For SWATOW, AMOY & FOCHOW.—
Per *Douglas*, at 5 p.m., on Saturday, the 23rd inst.
For SAIGON.—
Per *Alenda*, at 4.30 p.m., on Monday, the 25th inst.
For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—
Per *Orion*, at 11.30 a.m., on Wednesday, the 27th inst. Postage, 12 cents.
For PORT DARWIN.—
Per *Charlton*, at 11.30 a.m., on Friday, the 29th inst.

POST OFFICE NOTIFICATIONS.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of Tokio will be despatched on TUESDAY, the 25th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

11 a.m. Registry of Letters ceases.
11.30 a.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.
Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.
Hongkong, March 18, 1878. mc26

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *Khiva*, will be despatched with the Mails for Europe, &c., on THURSDAY, the 28th instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 27th Instant.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.
Thursday, 28th Instant.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 a.m., Letters may be posted with Late Fee of 18 cents extra Postage till
11 a.m., when the Post Office Closes entirely.
11.30 a.m., Letters (but Letters only) addressed to the United Kingdom Via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 a.m., when the Mail is finally closed.
Hongkong, March 14, 1878. mc23

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched from Hongkong on THURSDAY, the 4th April, with Mails to and through the United Kingdom and Europe, via Marseilles to Saigon, Singapore, Batavia, Gallo, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, April 3rd.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.
Thursday, April 4th.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late Letters.
11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 a.m., when the Post Office Closes entirely.
Hongkong, March 22, 1878. sp4

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

When left.	Name.	From.	Remarks.
Aug.	14, Regulus,	Cardiff	
Sept.	3, Andreas,	Flushing Roads	
23, Victoria (s),	Liverpool		
Oct.	2, Anna Bertha,	Cuxhaven	
19, Oscar,	Hamburg		
25, Benedicta,	San Francisco		
30, Lodovico,	London		
Nov.	1, Elizabeth Ostle,	Antwerp	
2, Oadiz (s),	Liverpool		
3, Johann Smidt,	London		
2, Minna,	Hamburg		
3, Elizabeth Stields,	Cardiff		
20, Jett,			
Dec.	1, Glengaber,	Flushing	
2, Otto,	Hamburg		
4, Devana,	London		
13, Sir Harry Parkes,	London		
19, Sedan,	Cardiff		
19, Forward,	Nassau (N.S.W.)		
25, J. B. Worcester,	London		
26, G. B. S.,	Liverpool		
Jan.	8, Koryon,	Pennarth	
17, Hylton Castle,	Greenock		
28, Bella of Oregon,	Liverpool		
29, Duvalion (s),	Liverpool		
29, Earl of Devon,	Antwerp		
30, Elizabeth Childs,	Plymouth		
31, Wandering Jew,	Pennarth		
Feb.	1, Oxfordshire (s),	London	
2, Fer Arduin,	London		
3, Olympia (s),	Cuxhaven		
6, Glaucus,	Liverpool		
6, Nourmahd,	Madras.		
9, Lady Penrhyn,	Sydney		
10, Sarah Nicholson,	Sydney		

AT AMOY.

1, Carl Wilhelm, Cardiff
5, Catharina, Cardiff

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.

Bramar Castle, Glasgow.
Lutdon Castle, Szigra.
Viking, Madras.
Bismarck.

Sailing Vessels.
Pentrich, Robert Henderson.
Aurora (s), Fram (s).
Wanchow (s), Al Greenock.

General Memoranda.

SUNDAY, March 24:—
Daylight.—Douglas leaves for Coast Ports. Goods per *Glenarney* undelivered after this date subject to rent.

TUESDAY, March 26:—
Noon.—American Mail leaves for Yokohama and San Francisco.

WEDNESDAY, March 27:—
Noon.—Ocean leaves for Port Darwin, &c. Goods per *Pei Ho* undelivered after Noon, subject to rent and landing charges.

THURSDAY, March 28:—
Noon.—English Mail leaves for Ports of Call and Europe.
2 p.m.—Furniture Sale, &c., at No. 10, Seymour Terrace.
9 p.m.—Performance of "Trial by Jury," at the Lyceum.
Brisbane leaves for Singapore, &c. Cairnmuir leaves for Nagasaki on or about this date.

FRIDAY, March 29:—
Noon.—Charlton leaves for Port Darwin.

SATURDAY, March 30:—
2 p.m.—Furniture Sale, &c., at No. 55, Wyndham Street.
Ionian leaves for London.

TUESDAY, April 9:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES,
MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.20 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, MARCH 22, 1878.

HOWEVER far the Chinese may be behind the age in other respects, they are certainly almost a match for our clever London *chevaliers d'industrie* in the tortuous ways of rascality. One of the cases at the Police Court yesterday affords a striking proof of this. A woman is walking in the street when she is accosted by a man, who enquires the way to a neighbouring locality. While she is furnishing him with the necessary directions a second man comes up, represents the individual with whom she is talking to be a successful gold digger who wants to dispose of some nuggets for ready money, and asks her if she is inclined to make an investment. On her replying that she has no money, the man asks her to hold the gold digger in conversation while he runs home and obtains some cash. He returns with two dollars, for which he receives two gold nuggets. Apparently unwilling that the woman should miss such a golden opportunity, the purchaser of the nuggets turns to her and enquires if she has no means of obtaining money. Then pretending for the first time to see a bangle on her wrist he draws it off, and on her offering some resistance, presses upon her the two gold nuggets, which the silly woman, thinking she is making a good bargain, accepts. The nuggets, it is hardly necessary to say, were counterfeit, and the police having succeeded in arresting the two prisoners they now stand committed for trial. This superlative specimen of "celestial" rascality would perhaps have been too shallow for the streets of London, but it was apparently clever enough for the woman in question, and had the delinquents been in Canton instead of Hongkong they would probably have escaped.

We inserted last night a short report of an investigation, held at the British Consulate at Foochow, into an alleged breach of the 37 article of the Treaty of Tientsin by the Captain and owners of the S. S. *Taiwan*. This article enables Customs officials to impose a fine of Tls. 500 on the Captain of any vessel who shall present a false manifest of his cargo to them, although he is allowed to correct, within twenty-four hours after its delivery, any mistake he may discover in the manifest, without incurring the penalty. It will be recollected that on the arrival of the *Taiwan* at Pagoda Anchorage from Hongkong on the 21st February, the Customs officers discovered 253 cartons of opium secreted on board. The drug was confiscated by the Chinese authorities; the actual offenders, the ship's cook, was taken into custody, and, not content with this, the Commissioner of Customs sought to impose the fine of Tls. 500 on the Captain and owners of the vessel. The imposition of this fine was opposed on the grounds that the defendants had no guilty knowledge; that they had used

all reasonable precautions to prevent such an irregularity, and that the real delinquency was then in custody. It was shown by the defendants at the investigation by the Consul that every precaution had been taken against smuggling in this way by a thorough search of the ship previous to her arrival at Foochow, and judgment was ultimately given for the defendants without costs. It is said, however, that the Chinese authorities intend to appeal at Peking against the Consul's judgment. Now, it is not our intention to offer any remarks upon the legal bearings of the case, but it seems to us we are justified in saying that the Customs authorities are acting with a harshness in this matter that is not only unjustifiable but is likely to recoil at some future time upon themselves. As our Foochow contemporary observes, it is certain that the exercise of the utmost vigilance on the part of shipowners must sometimes fail to prevent contraband traffic between a free harbour like Hongkong and a Chinese port. This being so, and the real culprit in this case having been detected and the opium confiscated, the Chinese authorities have unquestionably shown a considerable lack of proper feeling in endeavouring to exact from the captain and owners of the vessel a fine of Tls. 500. The captains of these coasting steamers are, we believe, as respectable a body of men as can be found in the Far East, and a firm of the position and standing of that of Messrs Douglas Laprak is above even the suspicion of winking at smuggling practices of this nature. The proceedings of the Customs authorities themselves are many of them so invidious, especially in the neighbourhood of this port, and so much consideration has been shown to them in these matters by the British Government, that they might be expected to err occasionally on the side of courtesy rather than the opposite. The only wonder is that, with the present exorbitant taxes on opium, placing as they do a high premium on the smuggling of the drug, the captains and officers of vessels are able to keep the men under them so clear of these practices as they appear to have done up to the present. In a similar case to this one, occurring some time ago, the Commissioner who imposed the fine was, we believe, removed by the Peking authorities.

LOCAL AND GENERAL.

Our German friends are all astir to-day to do honour to their veteran and venerable Emperor, who this day completes his eighty-first year. The German Consulate and Club were gay with flags, and several vessels in harbour were dressed in honour of the occasion.

We are informed that Mr Robert Hart, the Inspector General of the Chinese Customs Service, left this port yesterday as a passenger for Europe in the *Amazona*, although, by some omission, his name did not appear in the list we were kindly furnished by the Messageries office. It is believed that Messrs Bredon and Cartwright carry on the duties of the office at Peking during the temporary absence of the I. G., who has gone home on duty and consequently on full salary.

THE CHINESE INSURANCE CO., LIMITED.

A meeting of the shareholders of this Company was held at the office of the General Agents, Messrs Olyphant & Co., this afternoon (22nd instant). There were present—Messrs E. R. Bellios (Chairman), Harper, H. Smith, Hancock, Jourdin, C. M. Kerr, W. Reimers, T. Pim, Lee Tuk Cheong, Fung Tang, Talbot, Vancher, Tien Yik, Fook Yuen Loong, Wai Sing, Tak Lee, Loong Cheong Chan, Kwong Lee, Fook Cheong, Pow Chow, Wing Yuen Lei, Leong To Chi, Poon Fze Shun, Lee Yung and others. The notice convening the meeting having been read, the Chairman said:—

Gentlemen.—Our report and accounts for the past year having been in your hands since the beginning of the week, you will presume permit me to take them as read. You will observe that our operations for the period have resulted in paying shareholders twelve per cent on the Capital, in carrying a good sum to the Reserve Fund, and in making a return to firms who have given us business of ten per cent on their contributions. This in ordinary times would doubtless have been looked upon as highly satisfactory; but as our neighbours, in dealing with their contributors, have done better, the bonus we are now about to declare might in some quarters be taken as not very encouraging. I must however inform you that this has arisen from two causes, first our misfortune, and second the establishment of the On Tai, a Chinese institution doing a similar kind of business as ourselves. With regard to the first cause, I can assure you that nothing has been wanting in fact and care on the part of the management in selecting risks. The list of casualties, which is somewhat voluminous, is now on the table for the perusal of any one present. On inspection you will be convinced that each of the risks taken, whether on a steamer or on a sailing vessel, has been unexceptionable. With reference to the second cause, I regret to say that the competition of the On Tai, which, you are aware, has almost the same constituents as this Company, has told seriously on our resources; but it is a matter for congratulation that this new institution has not affected us so very materially as we at first anticipated it would. This is a proof that the habit of insuring is being developed amongst the natives of this mighty Empire, and that the future of this association may still be a prosperous one. It is not in the nature of things to experience misfortunes and to incur losses so incessantly as we have hitherto done; we can therefore only hope to meet our contributing friends, in years to come, with a larger bonus than we have been this year able to do.—Mr Bellios then proposed the adoption of the Report and Statement of Accounts.

This proposition was seconded by Mr Hancock, and was unanimously carried. Mr Kerr next proposed the confirmation of the election of Directors. This motion was seconded by Mr Talbot, and was unanimously carried. The re-election of Messrs Hauschild and H. Smith as auditors was next proposed by Mr Reimers, seconded by Mr Fung Tang. Carried unanimously. The Chairman announced that this was all the business before the meeting, and thanked those present for their attendance. Mr Harper proposed a vote of thanks to the Chairman and Directors for their able management during the past year. Carried by acclamation.

Police Intelligence.

(Before the Hon. C. May.)

22nd March, 1878.

Id Afak, a hawk, was sent to one month's hard labour in default of a fine of 40 shillings, for being found in the unlawful possession of a fowl.

Sheik Saber Ali, coachman to Mr E. R. Bellios, was fined 25 or 3 months' hard labour for scooping out the eyes of a cat.

Chan Ayan, a coolie, was committed for trial on a charge of stealing a pair of spectacles.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Lordship Acting Chief Justice (SWEENEY).)
22nd March, 1878.

LARCENY.

Regina v. Lam Ping Hong.
The prisoner was indicted for stealing two bundles of firewood from one Ho Alan on the 8th March last.

The following Jury was empanelled:—Messrs J. P. N. Da Silva, John Ledbury, A. Wohlers, A. Millar, J. M. Hanlon, A. J. Da Silva e Souza, and K. M. Ross.

The Attorney General the Hon. J. Philippo, instructed by Mr Sharp, the Crown Solicitor, prosecuted.

The prisoner having been found guilty, was then arraigned for five former convictions, to which he pleaded guilty. Sentences reserved.

LARCENY.

Regina v. Cheung Ayan.
The prisoner was indicted for stealing one pair of binocular glasses, the property of Mr Robert Moore, on the 2nd March inst., at the Race Course.

The prisoner pleaded that he had a quarrel with the prosecutor's chair-coach about a gambling debt, and was charged with stealing the glasses when he called the Police to charge the chair-coach with assaulting him.

He was found guilty of attempting to steal. He was next arraigned for two former convictions. He pleaded guilty. Sentences reserved.

LARCENY.

Regina v. Chun Achen.
The prisoner pleaded guilty to stealing a hat and a boot from one Edward Conrad, and also to four former convictions. Sentences reserved.

LARCENY.

Regina v. Lee

MORE COUNTERFEIT COINS.

Regina v. Wong Ahong.
The prisoner was found guilty for uttering counterfeit coins, and pleaded guilty to two former convictions. Sentence reserved.

RECEIVING STOLEN GOODS.

Regina v. Chun Achee and Chun Ahong.
The prisoners were indicted for having in their possession a rifle, the property of the Crown. It appeared that about the end of the last Chinese year, a burglarious attack was made by a party of armed men on a house at Apudow, Aberdeen. The Police men on the spot went to the spot on the alarm being given, but met with a warm reception, so that their rifles were even taken away by the burglars. Subsequently a rifle belonging to one of the Policemen was found in the possession of the prisoners. The prisoners were found guilty by a majority of 6 to 1. Sentenced deferred. The Sessions were then adjourned till to-morrow at 10 a.m. There are yet four cases to be tried.

Manila.

(Translated from our Manila Exchange.)

At half-past 4 on the morning of 13th March, fire was discovered in one of the houses in the street of Trozo, and it soon communicated to others, and in spite of the prompt assistance given by the authorities and others, some 20 houses of light construction were destroyed before the fire could be got under. It is said that near the group of houses destroyed there were stored some 3000 cases of kerosene oil, and it would have been very disastrous had the oil caught fire.

The Race meeting of 1878 took place on the 14th, 15th and 16th March, as previously announced, before large numbers of spectators. The Manila Jockey Club has experienced a great loss by the death of Mr. Opper, one of the best jockeys and one who had always taken great interest in this kind of sport; consequently the three horses, Dufosse, Esperanza and Pandan, of which the deceased gentleman was the proprietor, were not allowed to run at this meeting. His Excellency the Governor-General Meriones was unable to attend on the first two days through illness, but he honoured the meeting with his presence on the third day; during his absence H. E. General Colomo presided and distributed the prizes to the winners. Everything passed most satisfactorily and with much animation.

From 8,000 to 4,000 pounds sugar of the Manila Yengarie was offered by auction on the 14th, and only two lots of 200 piculs each (400 piculs) were sold at \$8 per picul; the rest was bought in.

For several days there were celebration of high masses and Te Deum in different churches, with extensive illuminations by night by the different public institutions, in honour of the new Pope.

The *Francisco Starace* arrived on March 11, the *India and Minerva* on 17, all from Hongkong. The *Mount Lebanon* arrived on the 14th from Swatow, and left again for Shanghai via Subo on the 18th.

News from the province of Nueva Ecija says that on the afternoon of 14th March, a fire broke out in the village of Apas, where nearly two hundred houses were destroyed, among which were some stores with paddy stored therein. The loss of property cannot yet be estimated.

THE NAVY IN 1877.

From an able article in the *Times* of January 7, we extract the following account of the English Navy during 1877:

The position of the Navy at the present time is, comparatively speaking, so stationary as hardly to invite comment. Yet a few remarks on its progress during the past year may not prove uninteresting. Although the naval records of the year are not brilliant, nor remarkable for successful invention or disgraceful mishap, they will be found to contain many points worthy of note, either in evidence of progress which has been made, or of difficulty which has been overcome, or of difficulty which has yet to be met.

Turning to the progress which has been made in the material provision of the wants of the Navy in ships, guns, and torpedoes, we are, we are confronted by a serious discrepancy between promise and performance. It is to be feared that the vigorous ship-building policy introduced by Mr. Ward Hunt has been from various causes suspended or relaxed. At the commencement of the past year Mr. Hunt was able to give an account of three years' work which justified a feeling of pleasure and gratification, for, if not brilliant or ambitious, it was, at all events, solid and satisfactory. In that period 64 ships had been laid down, of which four were ironclads and 47 were fighting vessels of various descriptions, and included 18 corvettes, eight sloops, four gun-vessels, 21 gun-boats, and one torpedo boat. Of these 64 vessels, no fewer than 60 had been actually launched, and as many as six had been completed and fitted for sea. This is a plain record of energy which cannot be gainsaid. In regard to the programme proposed for this year, it was stated that the Indefatigable, Dreadnought, Temeraire, Shannon, Nelson, and Northampton would be completed; that good progress would be made with the Ajax and Agamemnon and the various unarmoured vessels which were under construction; and that there would be commenced a new ironclad on the lines of the Agamemnon, a torpedo ram on a design prepared by Sir George Sartorius, which was to be regarded as a "sort of rival to those monster ships with tremendous armour that we hear spoken of as likely to be built in some foreign port," an unarmoured corvette of the Euryalus class, a sloop of the Osprey class, and two sailing brigs. Thus it was proposed to build during the current financial year 14,240 tons at the dockyards, of which 8,621 tons were to devote to ironclads, and 5,619 to unarmoured construction. In addition to this it was proposed to build by contract 6,248 tons, of which 961 tons were to go to ironclads, and 5,287 to unarmoured construction. In all, then, the Navy was to be increased this year to the extent of 20,488 tons of shipbuilding. Now as to performance. In three months the financial year will be closed, and how far will the expectations raised by this programme have been fulfilled? Are we not justified in saying that, up to the present time, not a single ironclad has been laid down; that the torpedo ram is still but a project; and that, in fact the actual progress in new shipbuilding this year has been, up to the present time, of the most

shadowy kind? This, however, is not the first time we have had occasion to protest against paper programmes; and unless in the course of three months some astounding energy is shown, it is difficult to understand where 20,488 tons of new shipbuilding will be found as the result of this year's work. The two ships, which from various causes have excited most attention during the past year, are the *Alexandra* and the *Temeraire*; the former, presumably to some extent, from the favour conferred on her by "barbette" battery. Both have been added to the Navy during the year, and splendid additions they are. The *Alexandra* is perhaps the finest ocean-going ironclad now possessed, and is certainly the finest flag-ship afloat. In the Mediterranean she is justly regarded with pride, and takes the lead, worthily and by right, of the splendid squadron which is massed in those waters. The *Temeraire*, which has also been completed recently, gave very satisfactory results with her engines, which are of 7,000 indicated horse-power, even more remarkable than those of the *Dreadnought*, when they were officially tried; for the result showed an increase of no less than 614 over the indicated horse-power. The average speed realized on her trip was 14.563 knots. Some of the most interesting experiments of the year were made with the guns of this vessel, which were worked on the Moncrieff system by hydraulic machinery. It may not be without interest to notice that during the course of the last two or three weeks the *Temeraire* behaved splendidly in a gale, during which she had a speed of 14 knots an hour. One of the most recent trials was that of the Northampton, which also attained on the measured mile a speed of 10 knots. The only additions to the Fleet during the past year consist of unarmoured vessels. The most important of these is the *Euryalus*, which was launched at Chatham Dockyard in January last. She belongs to the class of unarmoured cruisers, of which the *Inconstant*, *Halois*, and *Siala* are the finest specimens. She is not, however, designed on so large a scale as these vessels, but is to be classed more accurately with the *Bacchante*. The controversy about this class of vessel is by no means concluded. On one side it is urged that their value is very high, although their construction is costly. On the other, Mr. Brassey contends that, for the work they have to perform, in harassing an enemy's commerce or in running away from better-armed vessels, they are unnecessarily costly; that they are too good for the work they have to perform; and that as fighting ships they are too feeble. His view is that smaller vessels like the *Opal*—sloops, in fact or gun vessels—would answer all the purposes the *Euryalus* would ever be capable of accomplishing. It is interesting to note that, in the conflict between the *Siala* and the *Huascar*, practical experience proved the incompetency of one of the finest of these vessels to attack an ironclad.

One of the most remarkable additions to the Navy recently is the *Lightning*, torpedo vessel. Many have witnessed this gray little vessel run down the river during the summer, on experimental trips, and have been astonished at her speed. She is only 84ft. long by 10ft. 10in. broad, and has attained a speed of 10.4 knots an hour. It is understood that 16 of these vessels are either under construction or are to be ordered, and it may be observed that the builders are prepared to construct these vessels with a speed of 25 knots an hour.

The progress in ordnance has not been remarkable, but it has, at any rate, been steady. Numerous and careful experiments have been made with the 90-ton gun; and considerable progress has been made with the armaments of our most recent ironclads. At the same time, it may be observed with satisfaction that the forts at Spithead have at last received their armaments. Though not bearing directly on this subject, it may not be out of place to notice here, in regard to the use of steel in the Navy, an important improvement which has been introduced by the substitution of steel for iron and rope cables. In June last some experiments were made with steel wire rope hawsers, with results which far exceeded expectation. The advantage of the change is easily intelligible. A chain cable of the ordinary kind depends for its value entirely on the absolute integrity of every one of its links, and the safety of a vessel may be said to depend, at times, on a single link. With steel wire the case is altogether different; for, not only is due notice given of fracture, but the fracture is gradual instead of being instantaneous and complete. Compared with rope the breaking strain, or tenacity, of steel is three times as great. The gradual adoption of this novel form of cable may, therefore, be confidently expected in the Royal Navy. Thus, in the naval administration during the past year, though not brilliant nor remarkable for much progress, there is much of interest to note and consider. It is worthy of remark, too, that the cost of the Navy is now nearly two millions sterling more a year than it was four years ago. Much of this, most of it, is due to the cost of repairs to the ironclads require. The present Administration took office at a period when most of the earlier ironclads were beginning to show severe signs of wear, and one of Mr. Ward Hunt's greatest anxieties was in dealing with the enormous estimates for repair submitted to him. We have already noticed the poor progress made this year in shipbuilding. . . . Any relaxation, however, in the regular progress of shipbuilding cannot occur without danger; and it can hardly be doubted that one of the most earnest and anxious considerations during the coming year will be as to the best means of dealing with the problem.

THE PASSAGE OF THE DARDANELLES.

The *Standard* publishes the following letter, written by an officer on board one of the ironclads, describing the manoeuvres of the fleet when lately ordered to the Dardanelles.

The morning of the 24th was calm and sunshiny, as the fleet lay quietly at anchor in Vouth Bay, expecting the arrival of the mail and news from Europe, of which there was a most considerable dearth. Toward noon the wind began to rise to a stiff breeze, and while lunch was on a telegram arrived, the tipshot of which was that the signal went up to prepare instantly for sea. Before five o'clock the fleet, consisting of the *Salamis*, the yacht of the Commander-in-Chief, the *Agincourt*, flag-ship of Sir J. C. Commerell, the *Swiftsure*, *Temeraire*, *Ullan*, *Rupert*, *Hopton*, *Ruby*, and *Research* were under weigh, and proceeded to the north past the island of Lesbos. The orders were to pass through the Dardanelles peacefully, if possible, but

to resist any attempt at obstruction. It was a prevalent idea in the fleet that permission had been granted to the first instance by the Turkish Government, but that it had been subsequently rescinded. The night of the departure was stormy, and the day dawned bleak and rainy when the island of Tenedos came in view. The *Salamis* steamed into Besika Bay for latest telegrams, and on coming out, the Admiral shifted his flag to the *Swiftsure*, the Vice-Commodore, *Chanaik*, also arriving and embarking on board that ship. The fleet then received orders to prepare for action without any outward demonstration, so that though the upper yards were sent down the topgallant masts were left standing. The *Salamis* then steamed ahead to *Chanaik*, to give warning of the approach of the fleet. Early in the afternoon the entrance was reached, the fleet halted for a short time at the Rubicon, and then, in good order, column of divisions line ahead, steamed quickly into the Dardanelles. No attack was expected from the forts Seddul Bahr, or Castle of Europe, and Kum Kaleh, the Castle of Asia, at the entrance, as in any case the place for the passage must have really been taken at *Chanaik*, the narrowest part of the straits, the entrance being over two miles wide. The guns were now loaded and run not quite out, but only low with the ship's side and with the topmasts in them. Those ships possessing Gatling guns hoisted them into the tops, so as to bring them to bear on the embrasures of the forts. The men were cheerful and steady, though at the moment every man believed, that fighting must ensue with the terrible forts at *Chanaik*; and yet none knew whom they were going to fight, whether Turks or Russians, nor why they were going to fight them, for in the fleet there was no news of what was going on in the world ashore. At length the terrible *Chanaik* was approached; and then, at the last moment, was seen a signal hoisted from the *Salamis*, which told that the passage would not be disputed. The *Salamis* then saluted the Turkish flag and proceeded with the *Salamis*; yet, to the general disappointment, the remainder of the fleet was ordered to return to the nearest anchorage, Besika Bay. During the journey the larger ironclads had all of them their steam anchors ready, so that they might be anchored bow and stern of the forts, to assault them, if required. There is an old castle and a strong earth fort on the opposite of the narrows to *Chanaik*, and the stream is known to have torpedoes laid down, so that the most sanguine could not have expected a bloodless victory, had it been necessary to force the Dardanelles.

The fleet had certainly a most imposing aspect, and there was much that was striking to the eye as the fleet moved. On its return the day cleared up, and there was seen the grand island of Imbros basking in the sun. "Est in conspectu Tenedos," for the peak was not lost sight of from sunrise. If every one at home only knew how anxious the crews of the ships are to get some real news about the war they could not but admire the cheerful obedience with which the men execute orders that are unintelligible to them. It is interesting, as well as important, to know that as the fleet passed between the castles of Europe and Asia the guard turned out and presented arms to the ships. The arrangement of the lines on approaching the terrible forts of *Chanaik* was, let line, *Agincourt*, *Swiftsure*, *Hopton*, *Research*; 2nd line, *Siala*, *Ruby*, *Temeraire*, *Rupert*. There was a strong feeling in the fleet at the time of the advance that the passage of the Dardanelles could certainly have been forced had it been required. But at *Chanaik* there are two low forts, stated to mount 40-ton Krupp guns, and there is an upper fort, with a plunging fire, so that it would have taken some time to destroy them.

LUALABA—CONGO.

STANLEY'S DISCOVERIES.
The 14th of February we lost the island channels, and we were taken—too late to return—along a channel which took us to the right bank to the powerful tribe of Mangara, or Mangala, of whom we had heard so much, sometimes as very bad people, at other times as great traders. The fact that they pursued the course of the river, and that we should be permitted to pass by quietly. We were woefully deceived. Despite the war drums and horns summoning the tribe to war, as it was near noon and a bright sun shone, and there was sufficient stretch of river to take a good observation, I would not lose such a splendid opportunity to fix the position of this important locality. I ascertained it to be latitude 1 deg. 16 min. 50 sec. north by count, longitude 21 deg. east. I closed my sextant and put it away carefully, and then prepared to receive the natives—if they came for war, with war; if they came for peace, with gifts. We cast loose from Obala and started down stream. Sixty-three canoes of light, even elegant make, approached. Some of the natives were gorgeously in brass decorations, and wore white dresses of the skin and white goats, while others of the same color hung down their shoulders like short mantles; the principal men wore robes of crimson blanket cloth.

RIFLE AGAINST MUSKET.
We ceased rowing. When they were about three hundred yards off I held a crimson cloth up to view in one hand and a coil of brass wire in another, and by signs offered it to them. My answer was from three muskets, a shower of ironstone slugs, and four of my boat's crew and one of my canoes wounded. A fierce shout of exultation announced to the hundreds on the banks their first success. We formed our usual close line, and allowed the canoes and boat to float down, every rifle and revolver being directed here. The battle consisted of bullets against slugs. We were touched frequently, boat and canoes pitted, but not perforated through. Dead, she told in the end. Breast-loaders, double-barrelled elephant rifles and Sniders prevailed against Brown Besses, though for two hours our fate was dubious. The battle lasted from twelve o'clock to near sunset. We had floated down ten miles during that time; but we had captured two canoes, with as they were. We had dropped anchor for an hour, protecting a storming party, which took a village and burned it. At sunset our people sang the song of triumph; the battle was over. We continued floating down in the darkness until about eight o'clock, and then camped on an island. This was the thirty-first night and the last but one.

EAST PROGRESS.
We clung to the island channels for two days longer, unseen by any of the natives, for the river was very wide—between five and ten miles. At a place called Ikenga, great trading people, we found friends. We made blood brotherhood with many kings and collected a vast deal of information. This tribe was one of the cleverest and most

friendly of any we had seen. We halted three days with them. We met no armed force to oppose us in the river below Ikenga, though a few canoes indulged in the customary little distractions of savage life by firing iron slugs at strangers; but, as no one was hurt, we permitted them to have their pleasures without regarding them. In the words of a dry humorist—one of our soldiers—"We ate more iron than grain."

SIX MONTHS' SECOND AND LAST BATTLE.
Six miles below the confluence of the river—called the Kwango by Europeans—and the Congo we had the thirty-second fight. We proposed to halt in the woods and cook breakfast. We were collecting fuel to make a fire when a quick succession of shots from the bush started us and wounded six of our people. We had not the slightest idea of any tribe lived in that vicinity, for it seemed all forest. We sprang to our arms and a regular bush fight began, and ended in a drawn battle, each side separating with a little respect for the other. The advantage we gained was that of being permitted to stay in our camp unattacked. I have stated this was our thirty-second fight and last. So far as interference of bullets between natives and ourselves went, this is true. But we have been many a time on the verge of fighting since. However, diplomacy, vast patience, tact and stern justice saved us from many a severe conflict.

STERN DISCIPLINE.
Soon after quitting Nyangwe I had issued orders—knowing the propensities of many of my people to take advantage of our strength—that whoever molested a native or appropriated anything without just return would be delivered up to native law, the punishment of which would be certain and eternal servitude. I had purchased several of my people who were guilty of theft from money until we were almost bankrupts from this cause. The time came when it was necessary to place everybody on half rations from our poverty. Yet the knowledge that we should be unable to make further sacrifice to save thieves did not restrain some from committing depredations on native property. These were surrendered to native law. When five men had been thus dealt with the people began to awake to the fact that I was really in earnest, and I heard no more complaints from the natives.

HANG HIM WITH HIS INKERN ABOUT HIS NECK.
A terrible crime in the eyes of many natives below the confluence of the Kwango and the Congo was taking notes. Six or seven tribes confederated together one day to destroy us, because I was "had, very bad," I had been making medicine on paper—writing. Such a thing had never been heard of by the oldest inhabitant. It, therefore, must be punished with death. The white chief must instantly deliver his notebook (his medicine) to be burned, or there would be war on the instant.

A SHAKESPEARIAN HOLOGAUST.
My notebook was too valuable; it had cost too many lives and sacrifices to be consumed at the caprice of savages. What was to be done? I had a small volume of Shakespeare, Chandos edition. It had been read and reread a dozen times, it had crossed Africa, it had been my solace many a tedious hour, but it must be sacrificed. It was delivered, exposed to the view of the savage warriors. "Is it this you want?" "Yes," "Is this the medicine that you are afraid of?" "Yes; burn it, burn it. It is bad; burn it." "Oh, my Shakespeare!" I said, "farewell!" and poor Shakespeare was burnt. What a change took place in the faces of those angry, sullen natives! For a time it was like another jubilee. The country was saved; their women and little ones would not be visited by calamity. "Ah! the white chief was so good, the embodiment of goodness, the best of all men."

PROPOSAL FOR TEACHING CHINESE AT HARVARD UNIVERSITY.

Boston, 22nd February, 1877.
CHARLES W. ELLIOT, Esq.,
President of Harvard University,
Cambridge.

DEAR SIR,—A commercial and official experience in China for the past fifteen years has convinced me that a great mistake has been made by residents in not acquiring a knowledge of the language of the country on their arrival, rather than depend thereupon on the so-called "Pigeon-English" for communication with the people of that great Empire. The changes which have taken place the last few years in China, where our commercial and diplomatic interests are increasing, and where I am confident they will continue to increase until they exceed in importance those of other occidental nations, have made this error most painfully evident.

Since my return to this country, the knowledge that many European Universities, and that of Oxford as well, had established Professors of Chinese, and that Yale College contemplated doing so with the view of appointing Dr. S. Wells Williams, LL.D., to the chair, has drawn my attention, as you are aware, Sir, to the same necessity of preparing myself for introducing instruction in the Chinese language into Harvard University.

Few, if any, who have had experience in China during the last ten years, will dispute my assertion that, for young men who will study with the view of pursuing a certain career away from their native land, China offers an exceptionally rare field for success and honor. To be practical, I may say that our Legation at Peking will offer two permanent positions, that of Secretary of Legation and Chinese Interpreter, and that I am assured that our Consulates will hereafter be given to capable men who have made the language of the country their study.

To those who prefer a commercial life, there will be a number of opportunities open, as both merchants and bankers there recognize daily the necessity of independence from the Chinese shroff or treasurer, on whom now they must chiefly depend.

The Foreign Chinese Customs service (in which already Harvard has four graduates—one who after twelve years' service is now a Commissioner, in the enjoyment of a salary of nearly \$2,000 per annum, and three others, who have made such excellent progress in two years in the language and in gaining a knowledge of their duties, as to receive \$150 per month)—will have, I am sure, a number of excellent positions for those who have the foresight to study for them. But for those whose aim will be for a distinguished career in some profession, China is, in my belief, will prove the most satisfactory country for eminent success and honor.

The one small railroad of Shanghai to Woosung, in China, is, but the opening wedge, it is commonly believed, to vast

lines across that empire, equalled only at present in our own country, and this fact should stimulate students who will follow the profession of civil engineering, to study for fame in that direction, and to assist in opening up by the aid of surveys, telegraphs, and railroads, that vast Empire to civilization.

It is well known that China is as rich in minerals as is our own favoured country, and the employment of an English expert in the coal fields of Formosa, and the constant assertion by all who best are qualified to express an opinion, that the Chinese must and will employ foreign mining engineers, should be sufficient to induce some to learn the language with the determination of pushing their fortunes there. To those who will enter the Law School of Harvard, China presents a field for a most lucrative practice. Already do the lawyers at Hongkong and the treaty-ports in China, now mostly London barristers and solicitors, realise the value of their Chinese business, and feel greatly the want of the Chinese language in the person of an intelligent and honorable foreigner in their office. And as more ports are opened and Mixed Courts established for the adjudication of cases between foreigners and Chinese, it may well be expected that those who become lawyers may advantageously go out from this country, where the profession is so crowded, to one where its honors are as yet so lightly competed for.

Having pointed out that, in visiting China, young men may find many opportunities for furthering their interests in a pecuniary point of view, it is not to be forgotten that in doing so they will extend the means of communication between the Western world and a large portion of the human race, which is now practically excluded from the family of nations—an honorable office. Moreover, there is in China an almost untouched field for the traveller, the scientific man, and for many others, which might well attract many minds, apart from the consideration of emolument; for they would find an unexplored country and an unexplored literature, both of vast extent; and although in science we should teach, it is far from improbable that we may in the arts be able ourselves to acquire some valuable empirical knowledge which has come down from remote antiquity.

I do not propose to you at present the establishment of a Chinese chair, as I am not aware how far an appeal to the public would be responded to, but I think the object in view may be reached by bringing from China one or two native teachers by the aid of whom, with the excellent books now attainable, any resolute scholar may acquire a knowledge of the language by a system generally pursued by students at Peking.

This would involve but a very moderate annual expense, and if it meets your approval, I shall be happy to see what can be done in the community with regard to funds.

I am, Sir, with great respect,
Your obedient servant,
FRANCIS P. KNIGHT.

HARVARD UNIVERSITY,
10th March, 1877.

DEAR SIR,—I have read with great interest the letter you addressed to me, touching the opportunities which China would offer to educated young Americans who had acquired a knowledge of Chinese. Your plan of raising money to maintain a native teacher of Chinese at the University, for a period of years, commends itself very much to my judgment, and your efforts to this end will have my most cordial support.

In the public service of China, in our Consular service, and in the practice of law and engineering there, I see profitable and honorable opportunities for ambitious and capable young men who will prepare themselves for success by acquiring some familiarity with the spoken and written language of China.

At the last meeting of our Corporation I laid the matter before the Board, and they will be happy to do anything in their power to promote your undertaking. The President and Fellows will feel the need of help and guidance in so novel an educational enterprise; but they do not doubt that your zeal in directing and furthering the undertaking will be equal to your discernment and energy in starting it. Believe me, dear Sir, with much regard,
Very truly yours,
CHARLES W. ELLIOT.

STRIKING HOME.
(A Social Sketch for whom it most concerns.)

SCENE—A Vista of public and other buildings in course of erection, in the centre of which a General Contractor is discovered finishing a simple sum in short addition. Watching him with interest, right and left, several British Delegates. In the background a crowd of enlightened Contractors, Architects and other Foreigners, accompanied by Enterprising Agents.

General Contractor (putting down his slate with an amiable smile). It comes out as I stated, my worthy fellows. Allowing myself the handsome profit of a quarter per cent., and incurring all risks, I can, I find, just afford to pay the Masons one shilling and twopenny halfpenny the hour. The sum is not large, I grant you, and will barely admit of your living in the style of Government Clerks—it will be regularly forthcoming, as you are aware. What says our Delegate?

First B. D. Well, Sir, it's just what we supposed would happen when we saw you try it on with figures. But as we can't take a farthing less than thirteen and sixpence, and a three-hour's day—which doesn't give us 2500 a-year, you see—we won't detain you any longer. Perhaps you would like to speak with some of our foreign brethren, of whom we perceive a number in the neighborhood. They might be able to assist you.

General Contractor. Thank you very much for the suggestion. Contractors are very much Contractors—and, at any rate, we will see what this Enterprising Agent has to say on the subject.

Enterprising Agent (stepping forward). You require, I believe, seven hundred first-class Stone-masons prepared to set to work immediately at a twelve-hours' day? (The General Contractor smiles assent.) Just so. We can supply you with the very thing you require from Hong-Kong, (Introducing a gang of Celestials, yellow-skinned, long-tailed, and with pig-eyes set obliquely.) You will find them patient, industrious, and sober—at the rate of threepence an hour.

General Contractor. Indeed! Then I will cheerfully engage them all for not less than five years, if, by so doing, I am not wounding the susceptibilities of our excellent but scrupulous Operatives.

First B. D. Not in the least, Sir, I assure you. All our agitation for the last few years has been directed but to this end,

Genial Contractor (warmly). After that assurance, I don't see why, since the Carpenters and Joiners cannot conscientiously accept the highest rate of remuneration I am able to offer them, the Enterprising Agent should not assist me here also?

Second B. D. Don't hesitate, Sir, for a moment. Don't think of us. On the contrary, we shall consider that a glorious day, has indeed dawned when there isn't a single British-made door or window-frame in the three kingdoms.

Genial Contractor (shaking him by the hand, with emotion). Excuse a simple Contractor's feelings—but I have long suspected your heroic purpose. It is at once touching and magnificent. (To Enterprising Agent.) You have provided for this?

Enterprising Agent (introducing five hundred intellectual Japanese Carpenters). Ample. Here you have all you require, at one-ninth the cost. Five thousand of them will follow next week, and their wives and families the week after. The whole trade will pass into their hands.

Third B. D. But surely, in the midst of so much good fortune, we—the Plumbers and Glaziers—are not to be disappointed? We cannot keep up our Club subscription on what our employers offer us. Are not we too to have the satisfaction of seeing our humble but useful occupation transferred to other hands?

Enterprising Agent (bringing forward a crowd of cultivated cannibals). For good! Here is an admirable race, whose only weak point is their hereditary proclivity—but that, no doubt, a kindly Police will look to. They are, however, game to work three hours for a penny.

Genial Contractor (overcome). This is too much! Excuse this emotion. I shall at last be able to pay my butcher's bill, and enjoy my glass of dinner sherry on Sunday. (Shaking the three Generous British Delegates warmly by the hand). Thank you, thank you a thousand times. A festive life opens before me.

First B. D. (hushily). Not another word, Sir. Our little plan to ease your difficulty in our respective trades has happily succeeded.

Second B. D. So happily that we are now about to start for Timbuctoo, Fiji, and other more primitive and we hope remunerative shores.

Third B. D. It is because, while striking generally on every possible occasion, we have at last managed—

Genial Contractor (taking their hands). To strike home!

(General war-dances. British Workmen and Enlightened Foreigners eat to (on) each other as the Curtain falls.

—Punch.

A NOVEL life-boat has recently been invented by Mr. J. Manes, of New Haven, Connecticut. It consists of a hollow globe of metal, or wood, ballasted at the bottom, so that it will always right itself immediately on touching the water, and can never capsize even in the roughest sea. This boat has compartments for water, medical stores and provisions, bulls-eyes to let in the light, a door for ingress and egress, a port hole for hoisting signals to the mast, comfortable seats all around the inside for the passengers, and a double hollow mast for supplying fresh air, and for carrying off that which has become vitiated. On the outside of the Globe boat runs a gallery, for the use of sailors in rowing, hoisting sail, discharging rockets, or steering. Of course, the cases would be very rare when sailing, or steering would be required, but in case of need, all three could be easily managed. It is calculated that a boat, twelve feet in diameter, would carry about fifty passengers. This boat can be carried on deck or hung over the stern on davits, in either of which position it may be used as a cabin during the voyage.

Quotations.

HONGKONG, March 22, 1878.

PIUM.—New Patna, cash, ... \$577½ a 580
" Old Patna, cash, ... None
" credit, ... None
" New Benares, cash, 547½ a 550
" credit, ... None
" Old Benares, cash, None
" credit, ... None
" New Malwa, cash, 695
" credit, 700
" Allowance Tels, 12 to 40
" Old Malwa, cash, ...
" Allowance Tels, ...

QUICKSILVER, ... 62½ a 63½

SALT PETRE, ... 6½ a 6½

Exchange.

Bank, on demand, ... 3/10½
" 30 days' sight, ... 3/10½
" 6 months' sight, ... 3/11½
Credits, ... 3/11½ a 4
Documentary, 6 months' sight, ... 3/11½ a 4
Bombay, demand Rupees, ... 238
Calcutta, ... 718
Shanghai, demand, ... 724 a 728
Bar Silver, 17, dwt. B., ... 8.50
Sycee, ... 8.50
Mexican, ... 14 p. c. pm.
Gold Leaf, ... 26.50
English Sovereign, ... 5.08
Australian Sovereign, ... 5.08
Discount, ... 7 to 8 %

Shares.

Hongkong Bank, 55 % prem.
Union Ins. Society of Canton, \$1,500
China Traders' Ins. Co., \$1,200
Chinese Insurance Co., \$250
Yangtze Ins. Assoc., Tls. 625
North China Ins. Co., Tls. 930
H.K. Fire Ins. Co., \$690
China Fire Ins. Co., \$170
H.K. & W. Dock Co., 1 % prem.
H.K. O. & M. S.-boat Co., \$16 % dis.
Shanghai Steam Navigation, Tls. 22
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$35
China Sugar Refining Co., par.
Chinese Imperial Loan, \$105.
Do. of 1877, \$103.15/8.

Temperature.

Taken at Messrs. Falconer & Co.'s Premises (Queen's Road.)

HONGKONG, March 22, 1878.

BAROMETRE.—9 A.M. ... 30.862
Do. 1 P.M. ... 30.300
Do. 4 P.M. ... 30.274
THERMOMETER.—9 A.M. ... 80
Do. 1 P.M. ... 68½
Do. 4 P.M. ... 64½
Do. (Wet bulb) 9 A.M. ... 59
Do. Do. 1 P.M. ... 52½
Do. Do. 4 P.M. ... 52½
Do. Maximum over night ... 65
Do. Minimum over night ... 49

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on TUESDAY,
the 26th instant, at Noon, taking Pass-
engers, and Freight, for Japan, the United
States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISS-
SION.

Freight will be received on board until
4 p.m., of 26th instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, March 16, 1878. m23



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London.

Also,

Bombay, Madras, Calcutta, and
Australia.

THE PANAMA AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KIPPA, Captain G. Lee, will leave this
on THURSDAY, the 28th March at Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, March 14, 1878. m23

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GALLIO" will be de-
spatched for San Francisco via Yoko-
hama, on TUESDAY, the 9th April,
at 9 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Consolidation is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 8th April. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

SPECIAL REDUCTIONS granted to
Officers of the Army and Navy and to
Members of the Civil and Consular
Services.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 3, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 16, 1878. ap3

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
reduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,

Manager.

Hongkong, February 26, 1878.

Intimations.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. IV.—Vol. VI.
—OF THE—"CHINA REVIEW"
CONTAINS—

Bibliography of the Chinese Imperial Col-
lections of Literature.
Imperial Confucianism.
Brief Sketches from the Life of K'ung-ming.
Chinese Official Titles.
Translations of Chinese School-books.
Geographical Notes on the Province of
Kiangsi.
Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—

The Manchu Terms for 上帝 and 耶穌.
The Mammoth in Chinese Records.
Mohammedan Apostles in China.
The Ki-lin identified with the Giraffe.
Life Saving Association, and other
Benevolent Societies at Wuhu.
Professor Beal and his Critics.
Annamese Sovereigns.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, March 12, 1878.

ESTATE OF DODD & Co.

AT the MEETING held on the 12th
Instant at Messrs DODD & Co.'s
OFFICES, the following RESOLUTIONS
were carried:—

1. That the affairs of the said Dodd
& Co. shall be liquidated by arrangement,
and not in Bankruptcy.
2. That FRANCIS CHOMLEY be, and he
is hereby appointed Trustee.
3. That H. ABENDROTH and EDMUND
PEE be, and they are hereby appointed a
Committee of Inspection.

All PAYMENTS on account of the
Estate, it is requested, will be Paid to the
order of the Undersigned.

F. CHOMLEY,
Trustee for the Estate of
Dodd & Co.
Amoy, January 14, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A THIRD RETURN of CAPITAL and
INTEREST at the Rate of FIVE
PERCENT per SHARE will be made to Share-
holders of Record on the 28th February,
Payable at the Office of the Liquidators, on
the 8th March.

Warrants will be delivered by the Under-
signed to Shareholders, or their law-
ful representatives, on presentation of Share
Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 1st to the 8th
March inclusive.

By Order,

RUSSELL & Co.,

Liquidators.

Shanghai, February 28, 1878. ap4

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.

Makes accepted, and Policies of Insurance
granted at the rates of Premium current in
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLION STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels, and on Halls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARCHOLD, HARRIS & Co.

Agents Hongkong & Canton.
Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

Insurances.

YANGTZE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....Ta. 420,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and Reserves.....Ta. 725,000
less this date.....Ta. 725,000

Directors:

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | C. KNESS, Esq.
M. P. EVANS, Esq. | C. LUCAS, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, October 1, 1877. ocl

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1806.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KYOE ACHONG, Merchant.

PAU YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of the Yee On Hong, Merchant.

LEE SING, of Lai Hing Firm, Merchant.

CHANG SING YONG, Merchant.

CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 28, 1877. an23

THE LONDON ASSURANCE
COMPANY.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The Third,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£25,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1865.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
STEAMERS								
Altona.....	3 c	Müller	Ger. str.	1179	Mar. 17	Wm. Pustan & Co.	Saigon	25th inst.
Bombay.....	2 h	Green	Brit. str.	749	Feb. 12	Kwok Acheong	.....	Laid up
Cairnsmuir.....	4 c	Spowart	Brit. str.	1128	Mar. 20	Holliday, Wise & Co.	.....
Camoos.....	2 h	Brit.	str.	95	Oct. 2	Kwok Acheong	.....
Charlton.....	4 c	Johnson	Brit. str.	876	Mar. 21	Landstein & Co.	Haiphong	
City of Tokio.....	3 h	Maury	Amer. str.	5079	Mar. 16	F. M. S. S. Co.	Hama & S. F. elso	Mail, 26th
Douglas.....	5 h	Pitman	Brit. str.	884	Mar. 21	Douglas Laprak & Co.	Coast Ports	24th, daylight
Fuyew.....	4 h	Croad	Chl. str.	920	Mar. 22	C. M. S. N. Co.	Shanghai	To-morrow
Glenorchy.....	5 c	Hogg	Brit. str.	1775	Feb. 17	Douglas Laprak & Co.	Tamau, &c.	K'loon Dock
Hailong.....	5 h	Abbott	Brit. str.	277	Feb. 17	Kwok Acheong	.....
Kaimchow.....	2 h	Brit.	str.	1080	Mar. 19	Gibb, Livingston & Co.	.....
Kilgarny.....	4 c	Q'Neil	Brit. str.	701	Mar. 12	Siemssen & Co.	.....	Coast Dock
Kjohenhavn.....	5 c	Jerohan	Dan. str.	1035	Mar. 12	Melchers & Co.	Bangkok	To-day
Lorne.....	5 c	McCallloch	Brit. str.	371	Mar. 22	Russell & Co.	.....
Mactas.....	7 c	Erquiga	Span. str.	678	Mar. 17	Landstein & Co.	.....
Mecca.....	2 h	Mooney	Brit. str.	1025	Mar. 21	Siemssen & Co.	Chinkiang	To-day
Minerva.....	5 c	Peacock	Brit. str.	606	Mar. 21	Kwok Acheong	Swatow	
Norna.....	2 h	Walker	Brit. str.	971	Mar. 12	Geo. R. Stevens & Co.	Australian Ports	Ab'dean Dock
Ocean.....	5 c	James	Brit. str.	500	Oct. 30	Remedios & Co.	Sanda Slip	
Panay.....	5 c	Sargent	Brit. str.	1014	Mar. 17	Melchers & Co.	Saigon	To-morrow
Parsee.....	5 c	Hopkins	Brit. str.	933	Mar. 21	Yuen Fat Hong	Bangkok	
Rajanattianhar.....	5 h	Roberts	Brit. str.	48	Sept. 19	Insurance Company	.....
Sea Gull.....	5 h	Roberts	Brit. str.	1811	Mar. 20	Jardine, Matheson & Co.	.....
State of Alabama.....	4 c	Richie	Brit. str.	993	Mar. 22	Siemssen & Co.	.....
West Stanley.....	5 h	Ashley	Brit. str.	898	Mar. 10	Bornio Co., Limited	Portland (Oregon)	
Sailing Vessels								
Alextis.....	4 c	Trall	Brit. bge.	842	Dec. 27	Rozario & Co.	London	
Alden Bease.....	4 h	Noyes	Amer. bge.	1100	Jan. 28	Vogel, Hagedorn & Co.	Portland (Oregon)	
Alice M. Minott.....	4 c	Whitmore	Amer. sh.	418	Mar. 21	Carlowitz & Co.	San Francisco	
Angostura.....	4 c	Boyer	Ger. bge.	1053	Dec. 4	Vogel, Hagedorn & Co.	San Francisco	
Annie M. Smull.....	2 c	Packer	Amer. sh.	993	Nov. 25	Vogel, Hagedorn & Co.	San Francisco	
B. F. Watson.....	3 c	Hawkins	Amer. bge.	1508	Mar. 6	Naval Storekeeper	San Francisco	
Chander.....	5 h	Emery	Amer. sh.	1448	Jan. 28	Russell & Co.	Portland (Oregon)	Jardine's Slip
Charger.....	2 c	Ulrich	Siam. sh.	656	Feb. 4	Chinese	.....
Charon Wattana.....	2 c	Evans	Brit. sh.	860	Dec. 24	Vogel, Hagedorn & Co.	Portland (Oregon)	
City of Halifax.....	4 c	Cromwell	Amer. sh.	150	Mar. 14	Insurance Co.	.....
Cocoran.....	4 h	Arias	Span. bge.	430	Mar. 14	Remedios & Co.	.....
Condor.....	2 h	Steffens	Ger. bge.	868	Mar. 21	Siemssen & Co.	San Francisco	
Corona.....	1 c	Spence	Brit. sh.	1199	Feb. 18	Meyer & Co.	London	Wanchai Pier
Cruzan.....	3 h	Gorham	Amer. bge.	668	Mar. 14	H. Kier & Co.	San Francisco	
Edward P. Bouvarie.....	3 c	Evans	Brit. bge.	941	Jan. 22	Russell & Co.	London	Wanchai Pier
Elcano.....	2 c	Barnby	Amer. sh.	1181	Feb. 26	Vogel, Hagedorn & Co.	Bangkok	Wanchai Pier
Eme.....	2 c	Asala	Brit. bge.	773	Mar. 8	Butterfield & Swire	.....
Empire.....	3 c	Leckie	Amer. sh.	1180	Feb. 21	Messageries Maritimes	London	
Falcon.....	3 c	Barry	Brit. bge.	798	Dec. 3	Meyer & Co.	Bangkok	
Freeman Clark.....	4 h	Dwight	Amer. sh.	1386	Jan. 19	Batties & Co.	.....
Friederich.....	5 c	Wulff	Ger. bge.	696	Feb. 26	Wm. Pustan & Co.	.....
Globe.....	3 h	Harrison	Brit. bge.	784	Feb. 18	Meyer & Co.	.....
Great Admiral.....	4 h	Thompson	Amer. sh.	1076	Jan. 18	Russell & Co.	London	
Gustav.....	2 c	Johannsen	Ger. bge.	773	Feb. 12	Russell & Co.	London	
Hark Away.....	4 c	Ketta	Brit. bge.	858	Mar. 6	Chinese	London	30th inst.
Hai Onong.....	2 c	Fott	Brit. bge.	1018	Feb. 18	Messageries Maritimes	London	Coast Dock
Humboldt.....	3 c	Wiley	Amer. sh.	873	Nov. 24	Meyer & Co.	New York	
Ionian.....	7 h	Legasse	Foh. bge.	307	Mar. 15	Carlowitz & Co.	Batavia	
Jean Pierre.....	5 c	Rhass	Ger. sh.	1240	Feb. 23	Vogel, Hagedorn & Co.	Bangkok	
Kades.....	5 c	Roon	Rusa. bge.	680	Jan. 12	Eduard Schellhass & Co.	Haiphong	
Kalaja.....	3 c	Shaw	Brit. bge.	892	Jan. 21	Eduard Schellhass & Co.	.....
Lady Bowen.....	3 c	Fox	Brit. bge.	161	Mar. 17	Siemssen & Co.	.....
Laughing Wave.....	3 c	Mensard	Foh. bge.	438	Mar. 15	Carlowitz & Co.	.....
Louis Eugene.....	4 h	Sherloh	Ger. Sm. sh.	245	Feb. 23	Eduard Schellhass & Co.	.....
Maria Ravano.....	3 c	Ravano	Ital. bge.	874	Mar. 1	Thos. Howard & Co.	.....
Marquis of Argyle.....	3 h	McKoon	Brit. bge.	500	Feb. 28	Rozario & Co.	.....
Mosquito.....	3 h	Miles	Brit. bge.	197	Feb. 20	Olyphant & Co.	.....
Nicolaus.....	4 c	Stalker	Ger. sch.	197	Mar. 20	Arnhold, Karberg & Co.	Tientsin	
Nimrod.....	5 h	Clark	Brit. bge.	695	Jan. 24	Adamson, Bell & Co.	Manila	
North Star.....	7 c	Thomson	Amer. sh.	1874	Feb. 28	Douglas Laprak & Co.	.....
Nuevo Constante.....	3 c	Uriarte	Span. sch.	217	Feb. 4	Remedios & Co.	.....
Oward.....	4 c	Heuer	Brit. bge.	986	Feb. 28	P. & O. S. N. Co.	Victoria (V. I.)	P. & O. Whar
P. J. Carleton.....	3 c	Amesbury	Amer. bge.	826	Jan. 4	Russell & Co.	.....
Quikstep.....	3 c	Quinn	Amer. bge.	851	Feb. 23	Douglas Laprak & Co.	.....
River Lagan.....	7 c	Quinn	Brit. Sm. sh.	204	Jan. 17	Meyer & Co.	.....
Rubicon.....	4 h	Minssen	Amer. sh.	1066	Feb. 3	Vogel, Hagedorn & Co.	.....
Samar.....	4 c	Millar	Amer. sh.	314	Mar. 6	Chinese	.....
Seamen's Brigade.....	2 c	Andresen	Siam. bge.	325	Mar. 14	Adamson, Bell & Co.	Tientsin	
Sphenway.....	3 h	Tringle	Brit. bge.	1040	Feb. 4	Carlowitz & Co.	.....
Star of India.....	3 h	Holloway	Brit. bge.	387	Jan. 7	Russell & Co.	.....
Sully.....	3 h	Bara	Foh. bge.	1090	Sept. 7	Russell & Co.	.....
Sumatra.....	3 h	Olough	Amer. sh.	1270	Feb. 21	Siemssen & Co.	.....
Titan.....	5 c	Berry	Amer. sh.	268	Mar. 19	Wm. Pustan & Co.	Bangkok	Cleared
Trlo.....	5 c	Bakker	Dut. bge.	584	Mar. 19	Meyer & Co.	Bangkok	
W. K. Gladstone.....	5 c	Gallohan	Brit. bge.	809	Feb. 1	Melchers & Co.	New York	
Wealthy Pendleton.....	2 h	Blaichard	Amer. bge.	1115	Jan. 28	Rozario & Co.	.....
Wega.....	3 c	Zachous	Ger. sh.	1099	Jan. 28	Rozario & Co.	.....
Wildwood.....	3 c	Harriman	Amer. sh.	308	Mar. 2	Wielor & Co.	Tientsin	
WHAMPOA								
Alex. Newton.....	Newton	Brit. bge.	303	Mar. 1	Rozario & Co.	Tientsin		
Northern Star.....	Wortley	Brit. bge.	327	Mar. 2	Wielor & Co.	Tientsin		
CANTON								
Amoy.....	Drowes	Brit. str.	814	Mar. 19	Siemssen & Co.	Shanghai		
China.....	Ackermann	Ger. str.	543	Mar. 19	Siemssen & Co.	Shanghai		
Yangtze.....	Schultze	Brit. str.	782	Mar. 19	Siemssen & Co.	Shanghai		